

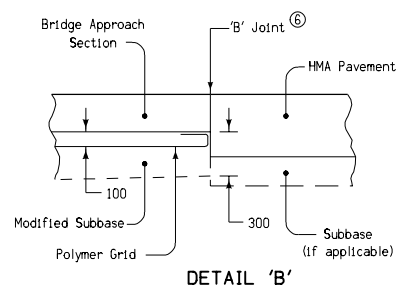
GENERAL NOTES:

The intent of this plan is to detail the construction of a PCC Bridge Approach Section abutting HMA pavement. The length of this section shall be 18.0 meters or greater.

The following items shall be considered Incidental to and Included in the price bid for "Bridge Approach Section":

- Furnishing and installing reinforcing steel, tie bars and dowel assemblies
- Excavation for Modified Subbase
- Furnishing and installing Polymer Grid
- Furnishing and backfilling with Modified Subbase
- Placing, finishing, texturing, transverse grooving, curing, all joint construction and all other materials and labor to construct "Bridge Approach Section" as detailed on this sheet

- ① Build 100 millimeter Sloped Curb to end of Reinforced Bridge Approach Section. See Curb Location Details (Section B-B).
- ② For Section A-A, Section B-B, Section C-C, Detail 'A', and Detail 'C', see Standard Road Plan RK-19A.
- ③ Longitudinal Joint
Single Pour - Saw cut joint per detail B on Standard Road Plan RH-51.
Two Pours - Use 'KS' Joint.
- ④ Minimum 2 panels, maximum 3 panels; 6.0 meter panel length, use 'CD' Joints.
- ⑤ Excavation limits of Modified Subbase 0.6 meters outside of pavement edge, see Standard Road Plan RK-19A.
- ⑥ The contractor may be required to saw cut the HMA pavement full depth to accommodate the 'B' Joint.
- ⑦ Use 'RD' joint where PCC shoulder, 'B' joint otherwise.



All dimensions given in millimeters unless noted.

M	Iowa Department of Transportation	
	Highway Division	
	STANDARD ROAD PLAN	RK-19H
	REVISION: Removed option to use granular subbase.	REVISION NO. 13
	APPROVED BY: <i>William J. Sten</i> DESIGN METHODS ENGINEER	REVISION DATE 10-29-02

**BRIDGE APPROACH SECTION
(TWO LANE FOR BRIDGE
RECONSTRUCTION, HMA PAVEMENT)**

For additional information,
see Standard Road Plans RH-50,
RH-51, RH-52 and RK-19A.